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STAFF RECOMMENDATION

*Los Angeles - City planning
City planning - Cal*

City Plan Case No. 25141

Hearing Date:

October 7, 1975

Council District:

11

Planning Area:

The Brentwood-Pacific Palisades District is generally bounded by the San Diego Freeway, Sunset Boulevard, and the Veterans' Administration property on the east; Wilshire Boulevard, the City of Santa Monica, and the Pacific Ocean on the south; the Los Angeles City/County Boundary on the west; and the Mulholland Scenic Parkway on the north.

To:

City Planning Commission

From:

Director of Planning

Requested by:

City Planning Commission

Subject:

BRENTWOOD-PACIFIC PALISADES
DISTRICT PLAN

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SUMMARY AND RECOMMENDATIONS

The Brentwood-Pacific Palisades District Plan Study was initiated in 1970 by the Los Angeles City Planning Department. This study involved the gathering of background data; analysis of physical, social and economic factors; determining existing conditions; and identifying existing problems and potentials. In 1971, a Citizens Advisory Committee was appointed by Councilman Braude to assist the Planning Department prepare a Plan for the District. A Preliminary Plan was prepared and public discussions held from May of 1974 to March of 1975.

On May 21, 1975, a Revised Preliminary Plan for the Brentwood-Pacific Palisades District was approved by the General Plan Advisory Board.

Accompanying this report is a Draft Environmental Impact Report (EIR) which has been circulated for comment for a period of 30 days (to expire on October 6, 1975). Comments received on the EIR will be reviewed by the staff, appropriate changes and/or responses will be made, and a proposed final EIR will be prepared after completion of the review period. Comments on the EIR made at the public hearing on October 7, 1975 will be treated in generally the same manner as others received during the review period.

A staff report discussing the Plan and issues relating thereto is attached.

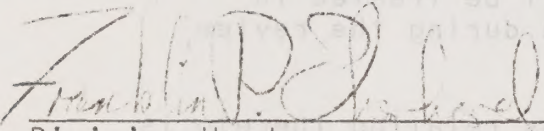
The following population statistics are pertinent to the Proposed Brentwood Pacific Palisades District Plan:

Existing Population (10/73 Estimate) -	54,000
Existing Zoning Capacity -	112,300
1990 Projected Population -	62,600
Proposed Plan Population capacity -	83,500

ACTION RECOMMENDED BY THE STAFF: That the Commission

1. Conduct the required public hearing for the Proposed Brentwood-Pacific Palisades District Plan and for the Draft Environmental Impact Report relating to that Plan.
2. Review the Proposed Brentwood-Pacific Palisades District Plan and associated documents consisting of the Plan Maps entitled "Proposed Plan Map - Brentwood-Pacific Palisades" and "Open Space and Recreation - Brentwood-Pacific Palisades"; the Plan text; the Draft Environmental Impact Report; and the Staff Report.
3. Continue consideration of the Brentwood-Pacific Palisades District Plan for a period of not less than six weeks to permit the Staff to prepare the Proposed Final EIR and to prepare recommendations for amendments to the Plan, if appropriate.

Approved:


Division Head


Director of Planning *for*

ACTION OF THE CITY PLANNING COMMISSION

VOTE	AYES	NOES	ABSENT
Case			
Levy			
Luke			
Neiman			
Nickell			

Secretary
City Planning Commission

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INTRODUCTION

The Staff Report supplements the Proposed Brentwood-Pacific Palisades District Plan with the following information:

1. A synopsis of those events which led to the development of the District Plan, and
2. A brief general analysis of the chief issues of the District.

The Plan, when finally adopted, will become the official guide to the orderly growth and development of the District for the next 20 years, superseding the Santa Monica Mountain Area Master Plan of 1964 (as revised 1970). The spirit and intent of the Plan is to be flexible and general in content, leaving the maximum potential for future adjustments caused by unforeseen circumstances. It will provide the City's decision-makers (the Mayor, City Council and the Commission) with a reference to be used in conjunction with their actions on such matters as zone change applications, subdivision applications, and public works project reviews. The Plan will provide a general basis for decisions regarding the use of this land by the individual citizen, property owner and business person. Because the last Plan for this area was created during the early 1960's, a more current analysis is needed because of drastic changes in recent population trends and a more environmentally conscious society.

PLANNING PROGRAM

The Brentwood-Pacific Palisades District Plan study was initiated in July of 1971 with the Background Report. Previous plans with respect to the community planning process were reviewed in addition to the history, community characteristics, issues and problems, and statistics.

Preparation of the Plan was delayed for approximately a two-year period due to the temporary staff allocations to the then newly formed Environmental Review Section. During this period, the Brentwood-Pacific Palisades Citizens Advisory Committee (appointed by Councilman Braude) contributed much constructive criticism to the Preliminary Plan. Before the publication of the Preliminary Plan, the General Plan Advisory Board reviewed it and made certain recommendations to the staff, some of which were incorporated into the Plan. Based on the data brought forth from the Background Study as well as other sources, the Brentwood-Pacific Palisades Preliminary Plan was completed in May of 1974. The Preliminary Plan was then published and circulated throughout the Community.

Several public meetings were held within the Community in order to gain input from the public and provide an opportunity for the Citizens Advisory Committee to present its recommendations.

An Environmental Impact Assessment for the Preliminary Brentwood-Pacific Palisades District Plan was completed in September of 1974, although publication and circulation of this document was not completed until the following year. This document was prepared in order to assist the public in their assessment of the Preliminary Plan and was not intended to meet the requirements of the California Environmental Quality Act. Additional public meetings were held and additional correspondence was received regarding the Preliminary Plan as a result of the EIA.

The General Plan Advisory Board reviewed and approved the Revised Preliminary Plan on May 21, 1975. Although the Citizens Advisory Committee reviewed this Revised Preliminary Plan, it was not circulated among the general public.

This report addresses the issues raised by all those persons and organizations concerned as abstracted from public meeting testimony, written correspondence and telephone communications, CAC meetings, and GPAB meetings.

PLANNING PROGRAM

The Brentwood-Pacific Palisades District Plan study was initiated in July of 1971 with the Background Report. Previous plans with respect to the community planning process were reviewed in addition to the history, community characteristics, issues and problems, and statistics.

Preparation of the Plan was delayed for approximately a two-year period due to the temporary staff allocations to the then newly formed Environmental Review Section. During this period, the Brentwood-Pacific Palisades Citizens Advisory Committee (GPAC) by Councilman Brande) contributed much constructive criticism to the Preliminary Plan. Before the publication of the Preliminary Plan, the General Plan Advisory Board reviewed it and made recommendations to the staff, some of which were incorporated into the Plan. Based on the data brought forth from the Background Study as well as other sources, the Brentwood-Pacific Palisades Preliminary Plan was completed in May of 1974. The Preliminary Plan was then published and circulated throughout the Community.

Several of the questions were left with the Committee in order to gain input from the public and staff in preparation for the Citizens Advisory Committee to the General Plan Commission.

ANALYSIS OF PROPOSED PLANHousing

The primary intents and purposes of the Proposed Plan in the area of housing are:

1. To limit the population of the District to not more than 62,600 in the year 1990 as projected by the City Planning Department.
2. To encourage the preservation of the varied and distinctive residential character of the District.
3. To provide housing choice for all citizens.
4. To balance housing development within the limits imposed by the District's transportation system, public service systems, and natural topography.
5. To preserve ecological and environmental qualities by minimizing grading.

The 1990 population projection for the Brentwood-Pacific Palisades District is 62,600 persons. The Plan capacity, i.e., the population if every usable piece of ground was developed to the full capacity of the most intensive zone falling within each Plan category, is 83,500 persons. However, it must be recognized that this figure is theoretical. Also, it must be noted that the Plan is a regulatory device or guide where every piece of land is designated for some use as a control measure which establishes maximums and does not reflect what is expected to occur as a result of the Plan. Uses and intensities of use vary with the character of each area and the ability of the land to "carry" the development. The 83,500 figure is derived from such a situation.

The steepness of vacant hillside terrain is the prime influence in reducing the Plan capacity and will prevent many property owners from utilizing the development capacity specified on the current 1964 Santa Monica Mountain Plan. Further reductions in density which will occur through the implementation of the new slope density formula in the subdivision procedure are not reflected in the dwelling unit capacity estimates.

The eight proposed residential density categories contained in the Brentwood-Pacific Palisades Plan and their capacities are computed as follows:

TABLE NO. 1

<u>Residential Density</u>	<u>Dwelling Units Per Gross Acre</u>	<u>Gross Acres^a (Approx)</u>	<u>% of Resid. Land</u>	<u>Dwelling Unit Capacity^b</u>	<u>Pop. Capacity</u>	<u>Percent of Pop. Capacity</u>
Minimum	0.5 to 1.0	5,360	47.3	4,670	17,200	20.6
Very-Low I	1+ to 2	1,020	9.0	1,250	4,700	5.6
Very-Low II	2+ to 3	2,160	19.1	3,380	12,100	14.5
Low	3+ to 7	2,390	21.0	7,530	27,100	32.4
Low-Medium I	7+ to 12	100	0.9	1,020	2,900	3.5
Low-Medium II	12+ to 24	20	0.2	490	1,300	1.6
Medium	24+ to 40	270	2.4	7,690	17,000	20.4
High Medium	40+ to 60	20	0.1	660	1,300	1.6
TOTALS		11,340	100.0	26,690	83,500	100.0

a. Gross Acreage includes streets.

b. Calculations in these columns take into account terrain, potential rates of rebuilding existing subdivision patterns and subdivision practices.

Growth potentials of the Proposed Plan and existing zoning are dramatically compared in the following table. Under the existing zoning, the number of dwelling units in the District could theoretically increase by 120%, but the Plan would provide a maximum of 27% above the present supply.

TABLE 2

COMPARISON OF CAPACITY INCREASES

	<u>Existing (1970 Census)</u>	<u>Plan Capacity</u>	<u>% Increase Over Existing</u>	<u>Zoning Capacity</u>	<u>% Increase Over Existing</u>
Single Family DU	12,900	16,800	30.2	23,000	78.2
Multiple Family DU	8,100	9,900	22.2	13,200	62.9
TOTAL DU	21,000	26,700	27.1	46,200	120.0
Single Family Population	39,200	61,100	55.8	87,900	116.5
Multiple Family Population	13,300	22,400	68.4	27,400	106.0
TOTAL POPULATION	52,500	83,500	59.0	112,300	113.9

Housing proposals reflect existing land use patterns. Approximately 85% of population growth in the District is expected to occur in the vacant hillside areas with the remainder in previously developed areas.

The Plan emphasizes preservation of the District's existing character and natural open space environment. Thus, increases in the housing supply are not expected to lower the District's \$50,000+ median home value or \$182 median rent, among the highest in the City.

Commercial

The primary intent of the Proposed Plan with respect to commercial areas is to promote economic well-being and public convenience by allocating commercial land in quantities and patterns based on the District's needs and accepted planning practice. Preservation of the existing business area's local character is paramount. Total commercial area of 164 acres is deemed more than adequate to meet the District's need for the next 20 years. This represents 19% increase over the existing 150 acres.

Although the acreage has been increased, the floor area capacity has been reduced in the existing commercial zones. Height restrictions have been imposed on the commercial frontages. Height District IVL, limiting the floor area ratio to 3.0 and a three story maximum height, will be imposed on approximately 90% of all commercial areas. These commercial areas were previously zoned for Height District I and IL which permit up to three times the buildable lot area and unlimited or six story maximum heights respectively. Although the commercial floor area capacity has been reduced by 39%, the Plan still represents a 231% increase in floor area compared to existing development. It should be noted that the proposed height restrictions were implemented along Sunset Boulevard in the Pacific Palisades Business District (Ordinance No. 146541) and San Vicente Boulevard in the Brentwood Business District (Ordinance No. 147302).

Part of the additional 14 acres proposed in the Plan include off-street parking at a ratio of at least two square feet per square foot of commercial floor area for most of the District. More detailed recommendations concerning off-street parking and additional height restrictions and circulation modifications are inappropriate for a general plan. Therefore, specific plans are being recommended for the three main commercial areas of the District:

1. Pacific Palisades (Sunset Boulevard between Swarthmore Avenue and Temescal Canyon Drive);
2. Brentwood (San Vicente Boulevard between Federal Avenue and Bundy Drive); and
3. Santa Monica Canyon (Chautauqua Boulevard, West Channel Road, and Entrada Drive at the vicinity of Pacific Coast Highway).

Industrial Uses

The Plan does not propose any industrial uses within the District. Citywide Policies and Programs pertaining to subterranean extraction of oil and gas resources and related surface drillsites have been included in the Conservation Plan, which was adopted by the Council on December 20, 1973. It is approved City policy and program that extraction activities shall be banned at surface locations and beach and offshore waters within the City's jurisdiction. The existing oil drilling regulations in the Municipal Code are considered desirable and are adopted in the Conservation Plan by reference.

Open Space and Conservation

Brentwood-Pacific Palisades is among the largest districts in area in the City. Another more distinguishing feature is the generous amount of open space planned for the District. A total of 17,576 acres or 68 percent of the District is proposed to be retained as permanent open space. The Open Space Plan (June 1973) and the subject Plan designates 11,512 acres as Open Space. The State has purchased approximately 3,600 acres for park land. Privately owned desirable Open Space is designated Minimum Density. Most of this land, from 75 percent to 80 percent, is expected to remain as permanent open space by cluster development, acquisition or pending adoption of an OS Open Space Zone. Since Desirable Open Space land is characterized mostly by steep terrain, the proposed slope density formula will substantially reduce the density potential. In addition, the Plan proposes that cluster development, which permits multiple or attached housing, should be required to set aside 70 percent of the project area as Open Space.

A network of trails is proposed for the State Park. This regional recreation resource should be developed to its maximum in order to fulfill the anticipated high demand for scarce park resources in the City. Bike, hiking and equestrian trails will maximize access to this Citywide resource, rather than just serving the District population.

The most controversial open space and recreation proposal concerns the conversion of completed sanitary landfill sites to regional parks. The 465-acre Mission Canyon landfill site is to be completed in 1990. Afterwards, the 1090-acre Rustic Canyon site is scheduled to be filled according to the Los Angeles County

Sanitation District. The Plan proposes to use Mission, Sullivan and Rustic Canyons for recreation purposes where and when appropriate. The uncertainty lies in the safety standards for a landfill site in terms of methane gas leakage and land subsidence. These problems must be solved. The Plan proposes future studies of alternate disposal methods. Until this information is ascertained, the Plan tolerates the past landfill operations in Mission Canyon but implores that landfill operations in Rustic and Sullivan Canyons be avoided.

Besides the four regional parks, the Plan proposes a Community Park and three Neighborhood Parks. The development of the local parks is contingent upon improvement of vacant land proposed for residential use.

Although the District's population is served by the adjacent State Park, this does not eliminate the need for local park facilities. Therefore, the Plan proposes the Citywide site and service radius standards for parks as specified in the Interim Public Recreation Plan. Proposed park symbols on the Plan Map are not specific site locations, but only indicate general vicinity.

The Plan proposes further study of restrictions on uses and improvements adjacent to the Mulholland Scenic Parkway in conformance with those proposed by the Report of the Citizens Advisory Committee on the Mulholland Scenic Parkway. Both Plans advocate minimal new development, except the Proposed Plan generally restricts residential development to Minimum Density. The Plan also proposes that land development should be limited to essential public projects, recreation-related facilities, and the like within 2,000 feet of the Parkway.

Circulation

One of the more controversial aspects of the Brentwood-Pacific Palisades District Plan is the matter of circulation, particularly street and highway designations, their implied widening, and the relationship of density with street capacity. The Plan very clearly states that sufficient circulation facilities are not provided to meet the projected transportation needs of the area at desirable levels of service. As a result, densities and intensities of land use should be maintained at the lowest feasible level. Until and unless a balance between the land use and circulation systems is achieved, subdivisions may be disapproved. Regional generators such as the coastal beaches and State Park are expected to generate most of the traffic throughout the District. These environmentally sensitive features, as well as the exclusive residential characteristics of the District, pose major obstacles towards achieving any

major circulation improvements should they ever be deemed necessary. The result was that any proposals for improving the traffic capacity of streets were met with opposition and with the response that the preservation of the environment and the residential character of the District were more significant objectives. On the other hand, any proposals for limiting the traffic capacity were criticized by Traffic, Engineering and Planning Department professional staffs for failure to provide for current and future traffic volumes.

A new concept of Modified Street Dimensions was introduced to reconcile environmental and traffic concerns. Although the Plan still proposes the eventual widening of several designated Secondary Highways and Collector Streets to the Standard Street Dimensions (D-22549), the Plan modifies those proposed road improvements that would, if fully implemented, adversely affect the environment or disturb the quality and character of the District. The Modified Secondary Highways may be widened, but only after detailed design considerations have incorporated the principle of minimizing environmental disturbances and preserving the neighborhood character. The Modified Collector Streets are not to be widened unless there are overwhelming public safety hazards to eliminate.

In addition to modifying the proposed street dimensions, the most controversial revision of the Preliminary Plan is the deletion of the cross-mountain road. Because of overriding environmental concerns the Reseda Boulevard proposed Major Highway was deleted by the Director of Planning. However, because of staff concerns regarding public access to the State Park, a Park Access Feasibility Study is recommended. In order to alleviate the north-south traffic deficiencies, a Public Transportation Corridor has been proposed for the San Diego Freeway-Sepulveda Boulevard route. In addition, a north-south Secondary Highway connecting Mulholland Drive to Sepulveda Boulevard is proposed through the Tucker Land, Braeburn Development, and Mission Canyon sanitary landfill properties. The above-mentioned north-south circulation proposals, together with all street and highway systems, do not provide a sufficient level of service for the projected transportation needs of the District.

Service Systems

The Plan depicts service facilities in accordance with the various Service Systems or Technical Elements of the General Plan.

In addition, trail systems are indicated on the Plan. Such routes increase access to the Topanga State Park and will partly satisfy the need for active recreation use of the park.

The Plan recognizes the sanitary landfill operations in Mission Canyon located at the northeasterly corner of the District, but recommends research and development of alternative disposal methods which would minimize the need for landfills and enable conversion of the County property to park and recreation use. Filling operations are expected to be completed by 1990. The Plan also indicates a proposed landfill operation for County-owned land in Sullivan-Rustic Canyon in the north-central section of the District, but recommends that its actual use for landfill be avoided and recreation activity on the site planned in conjunction with the Topanga State Park Plan. However, the County may be reluctant to open Sullivan-Rustic for public recreation, anticipating intense public reaction at the time the interim park use ends and landfill operations commence (around 1990).

CITIZENS ADVISORY COMMITTEE'S RECOMMENDATIONS AND STAFF RESPONSES

The Brentwood-Pacific Palisades District Citizens Advisory Committee (CAC) conducted a series of evening meetings during April, May and June, 1975. The following recommendations were adopted by the Committee and are on record in the Committee's minutes. Dates of the Committee's meetings are shown in parenthesis. Staff responses follow the CAC recommendations.

Circulation

1. The Citizens Advisory Committee Plan shall not make references to any other map, specifically staff maps. (May 14)

Response:

The staff will continue to make reference to the Highways and Freeways Element of the Master Plan and will make reference to the CAC Plan Map when it becomes available. It is the prerogative of CAC to reference their plan and supporting documents.

2. Suggest three sites for possible "park and ride" terminals. (May 14)

- a. Entrance to Palisades Drive
- b. Land below Via del las Olas
- c. Site of Sand and Sea Club on Coast Highway

Response:

The Plan recommends a future study of the feasibility of the suggested three park and ride terminals (V-H Future Studies).

3. Remove cross mountain road. Support Director's recommendation.

Response:

All references to the cross mountain road have been deleted from the text and replaced with a "Park Access Feasibility Study" indicated on the Plan Map.

4. Major highway designation of Entrada Drive from Pacific Coast Highway to Santa Monica City limits to be eliminated (May 14).

Response:

Entrada Drive is designated as a "Modified Secondary" Highway. A Specific Plan Study for the Commercial area of Santa Monica Canyon is recommended by the Plan under Future Studies. West Channel Road and Ocean Avenue Extension will be included.

5. The Secondary Highway designation on Ocean Avenue Extension from Entrada Drive to City Line should be deleted. (May 14)

Response:

It is shown as a Collector street and will be part of the Specific Plan Study.

6. West Channel Road from Pacific Coast Highway to Ocean Avenue Extension should be designated a Secondary highway. (May 14)

Response:

This was suggested as an alternative to the widening of Entrada Drive, a parallel street. The staff concurs and proposes that West Channel Road from Pacific Coast Highway to Ocean Avenue Extension should be designated a Modified Secondary Highway. The Proposed Plan map does not reflect this change, however. It was inadvertently omitted. It will be considered in greater detail in the Specific Plan Study.

7. Entrada Drive from Ocean Avenue Extension to the City Line should be designated a Hillside Collector. (May 14)

Response:

Because of the severe circulation problem in this area, this eastern segment of Entrada Drive will still be designated as a Modified Secondary Highway. A Specific Plan Study will be conducted in this area.

8. Ocean Avenue Extension from West Channel Road to the City Line should be designated a Local street. (May 14)

Response:

Ocean Avenue Extension from West Channel Road to the City Line should be designated a Modified Collector rather than a Collector as previously proposed. Unfortunately, this change was inadvertently omitted from the Proposed Plan. Further reductions in functional designations would inhibit traffic between the cities of Santa Monica and Los Angeles because this is one of just three continuous routes along the two mile northwestern city boundary line, and the only coastal connection except for the Pacific Coast Highway.

9. Entrada Drive from Pacific Coast Highway to West Channel Road should be designated a Hillside Collector without widening. (May 14)

Response:

As long as West Channel Road will serve as a Modified Secondary Highway, there will no longer be a need for the western segment of Entrada Drive to be more than a Modified Collector. The staff concurs with this proposal. Unfortunately, the change was inadvertently omitted from the Proposed Plan map. A Specific Plan Study will be conducted following adoption of the Plan.

10. West Channel Road and Entrada Drive from Mesa to Ocean Avenue Extension should be combined as one roadway as a Primary Hillside Collector.

Response:

The staff tends to favor this proposal, but cannot concur with the suggestion until the Specific Plan Study for this area has been completed.

11. A Specific Plan Study should be made of Santa Monica Canyon considering:
- a. The acquisition of the commercial block between West Channel Road, Short Street, Entrada and Pacific Coast Highway;
 - b. The redesign of the intersection and alignments of Pacific Coast Highway, Chautauqua and West Channel Road;
 - c. The stabilization of the bluff;
 - d. The alignment of West Channel Road and Entrada Drive;
 - e. Covering the storm drain; and
 - f. The preservation of the trees between West Channel Road and Entrada Drive.

Response:

A Specific Plan Study will be conducted. Although the staff sees much merit in the specific recommendations of the CAC, final decisions will be made only after the Specific Plan has been completed.

12. Barrington Avenue should retain Secondary Highway status with on-street parking prohibited.

Response:

The Proposed Plan indicates Barrington Avenue as a Secondary Highway. Any detailed considerations pertaining to on-street parking were not covered in the General Plan.

13. Four changes in street designations:

	<u>CAC</u>	<u>PLAN</u>
Kenter Avenue	Local	Collector (North of Sunset Blvd.)
Tigertail Avenue	Local	Collector
Hanley Avenue	Local	Collector
Crestwood Hills Park Road	Service Road	Collector

Response:

The staff recognizes the sensitivities of these neighborhoods and proposes to retain these streets as Local residential streets, with the exception of Kenter Avenue, which will remain a Collector Street north of Sunset Boulevard and a Modified Secondary Highway south of Sunset Boulevard.

14. Bowdoin Avenue should be closed to through traffic easterly of its intersection with Temescal Canyon Road. (April 30)

Response:

This suggestion will be considered in the future Specific Plan for the Pacific Palisades Community Commercial Center. The Plan Map retains this portion of Bowdoin as a Collector Street up to Antioch Street.

Density

1. All new non-residential land should not be included in residential density determinations in mountain areas for the life of the Plan (for example: landfill, golf courses, tennis courts, shopping centers, streets, parking lots, etc.) (May 14)

Response:

The staff has implemented this principle whenever net density is being calculated, although gross density calculations must include streets. Excluding the various non-residential lands decreases potential dwelling unit and population figures.

2. The slope density formula in the Preliminary Plan should compute slope averages on a 250-foot grid. (May 7)

Response:

The staff has replaced the Plan's slope density regulations using the 250-foot grid and has since substituted the following formula used in the proposed slope density ordinance, which is more restrictive:

$$D = \frac{50 - S}{35}$$

3. The 0.4 du/acre density for slopes over 30 percent grade appears to be excessive. (April 23)

Response:

Under the proposed slope-density formula, integrated into the Plan, an average slope of 30 percent would be able to be developed at 0.57 dwelling units per gross acre with lesser densities permitted at steeper slopes. This appears to be reasonable to the Staff, but will be subject to change upon the Planning Commission's review and approval of the ordinance. (For details, please refer to Slope-Density Ordinance and Report City Plan Case No. 25652, May 15, 1975). The Plan proposes that for slopes in excess of 50 percent, densities shall not be less than 0.05 dwelling units per acre, according to the slope density formula.

Sanitary Landfill

1. Reclaim landfills for recreation use in a safe manner as soon as possible.

Response:

The Proposed Plan concurs with this proposal. Reference: Proposed Plan Analysis, Parks and Open Space and Service Systems.

2. Agencies should install and maintain methane collection and monitoring devices in sanitary landfill projects. (May 14)
3. Agencies should install and maintain leachate interception and monitoring devices in sanitary landfill projects. (May 14)
4. Apply Number 2 and Number 3 above to the Braeburn Development as well as to Mission Canyon.

Response: (2, 3 & 4)

It is beyond the scope of this Plan to propose such specific recommendations.

5. No future structures for dwelling units and schools should be located within 1,000 horizontal feet of any sanitary landfill boundary. (May 14)

Response:

Sufficient information is not available regarding the hazards or degrees of danger created by sanitary landfills to justify any similar development standards at this time.

6. No more dumping of solid waste in Mission Canyon. (May 7)

Response:

The Mission Canyon landfill conditional use has expired. The Proposed Plan recommends utilization of the site for park and recreation purposes. It also suggests that alternative waste disposal methods be researched to reduce need for landfills. If landfills are authorized, they should be conducted in such a manner as to allow practical termination or major reduction on relatively short notice.

Parks and Open Space

1. The easterly 200 acres and northerly 300 acres of Headlands property should be acquired as part of the State Park. (May 7)

Response:

The staff concurs with this proposal and had designated this land as privately-owned open space on the Preliminary Plan. The Proposed Plan currently recommends this portion of Headlands property as Minimum Density housing, subjecting it to the provisions of the slope-density ordinance. Although this designation represents an increase in the land use intensity for this portion of land, the redesignation was part of an overall 900 unit reduction of the Headlands Development capacity caused by the deletion of the cross-mountain road.

The Open Space and Recreation Map of the Proposed Plan designates the subject land as Desirable Open Space requiring additional development controls to protect and preserve such lands.

Specific private property areas cannot be designated for public use and/or acquisition on a General Plan.

2. All property without a final tract map recorded should be designated as Open Space.

Response:

The staff wishes to keep the Plan as current as possible and reflects the probable configuration of certain subdivisions. However, all undeveloped land is designated as Desirable Open Space and subject to the Open Space Plan provisions, the Commission's Santa Monica Mountains Policy Statement, and the Proposed Plan Purposes Policies and Programs.

3. The land at the mouth of Los Liones Canyon should be purchased as part of the State Park.

Response:

AB 701 proposed this purchase and the property has been acquired.

4. It is the recommendation of the CAC:
- a. That the use of the Getty Museum be restricted to its current practice of making reservations for visiting the museum and for the necessary parking.
 - b. That it not be open on weekends, and
 - c. That no future expansion of the facility is recommended.

The CAC also recommends that there be no public access from Los Liones Drive to the Getty Museum until the Getty property between the museum and the Los Liones Arboretum is used in conjunction with the Arboretum and combined parking facilities are provided.

Response:

The Plan which is an element of the General Plan does not specify operating procedures and operating hours for a museum. The staff is very concerned with the traffic congestion along Pacific Coast Highway and had sought an alternative entrance to Los Liones Drive. However, this collector had been deleted from the Plan, which would concur with the sense of the CAC.

The text cannot make specific proposals until after the plans for the Los Liones Arboretum have been completed. A public access road and parking area serving both the museum and the arboretum (with the cooperation of the State, the City, and the Getty Foundation) should be the subject of a future study, and could conceivably be included in the Park Access Feasibility Study.

Procedures CAC Recommendations

1. The Draft EIR should have a 90-day circulation and response period. The CAC opposes 30 days circulation.

Response:

Management has set a 30-day circulation period and feels this will be sufficient time to review and comment on this document.

2. Specific Plans should be prepared for the mouth of Santa Monica Canyon.

Response:

A Specific Plan Study will be completed for this area as specified in the Proposed Plan Future Studies.

3. The CAC Implementation Report and Plan text should be submitted independently of staff material. (April 16)

Response:

This is the prerogative of the CAC. However, Staff Report discusses differences between a number of CAC and Staff proposals which will require making references to CAC proposals.

4. CAC Plans should be submitted to the GPAB. (April 16)

Response:

This request was denied for the reasons that such a presentation would be inappropriate and contrary to established City procedures and policies involving the Community Planning Process. However, the Brentwood-Pacific Palisades Citizens Advisory Committee should be informed that this policy was subsequently relaxed. The CAC representatives for the Beverly Crest-Bel Air Plan did attend and were invited to participate in the GPAB Service Systems and Transportation Committee meetings.

ISSUES AND RESPONSES

Issue #1 - Cross Mountain Road

Widespread opposition to a cross-mountain road south from the San Fernando Valley into the Brentwood-Pacific Palisades District has been voiced by many in the communities of Tarzana, Pacific Palisades and Brentwood. William Penn Mott, past Director of the State Department of Recreation and Parks voiced opposition to the road through the Topanga State Park as being destructive to the scenic and natural values of the Park. And yet, many citizens in the San Fernando Valley support a road leading to the Park up Cabellero Canyon as a primary access to the outdoor recreational opportunities in the Santa Monica Mountains and the coastal recreation areas. Much confusion has distorted the issues.

In identifying the issues and the present status of a cross-mountain road, the Highways and Freeways Element of the General Plan and the 1964 Santa Monica Mountain General Plan depict three roads crossing the mountains in the immediate vicinity:

1. Reseda Boulevard - Secondary Highway,
2. Vanalden Avenue - Mountain Park Drive - Secondary and Major Highways, respectively and
3. Reseda Freeway

The Proposed Brentwood-Pacific Palisades District Plan does not recommend any of the above street and freeway routes.

Calvin S. Hamilton, Director of Planning, in a press release dated May, 1975, verified the deletion of a cross mountain road as part of the Proposed Brentwood-Pacific Palisades District Plan after discussions with Councilman Brande, the Mayor's Office, staff and in recognition of very strong citizen feelings on the issue.

Although it is clear that the cross-mountain road has been deleted from the Subject Proposed Plan, the issue then encompasses review of the adjoining Proposed Encino-Tarzana District Plan. The City Planning Commission had deleted the cross-mountain road beyond the east-west collector street (that connects with Vanalden Avenue) southerly to connect with Mulholland Drive, the southern boundary of the Encino-Tarzana District. However, the Council Planning Committee on June 3, 1975, recommended in its majority report that Reseda Boulevard, as a Major Highway connect with Mountain Park Drive to the south as a cross-mountain road. The majority of the members feel that development of such a road, planned as a scenic highway, would become a major asset to the City by providing access for the citizens of Los Angeles to the large state park and to the beach.

Conversely, the minority report stipulates that Reseda Boulevard should be designated as a Secondary Highway with scenic controls from Ventura Boulevard southerly to a point of intersection with the proposed collector street which connects to Lake Encino Drive

and from that point southerly to the intersection with Mulholland Drive, Reseda Boulevard should be designated a collector street. The minority report concedes that a limited road is needed for access for fire fighting equipment responding to mountain fires. But, the minority member asserts that a full major highway to Mulholland Drive is not needed and if built would:

1. Disrupt the natural environment and severely damage the scenic value of State Park lands;
2. Increase traffic congestion in the Pacific Palisades community; and
3. Open up presently inaccessible areas to residential development.

In addition, the report recommends that a feasibility study should be initiated to examine access potential to the State Park. The Proposed Encino-Tarzana District Plan currently awaits discussion before the full City Council.

Response to Issue #1

The most important aspect of the issue of a cross-mountain road is the park access proposed. With the designated State Park land holdings close to 7,800 acres within the City's boundaries, the overriding concern then becomes one of providing adequate access for those who wish to hike, camp, picnic, ride horses and utilize other recreational facilities within the area.

Topanga State Park offers open rugged lands with a natural environment near one of the Nation's largest metropolitan areas. The area has the advantage of also being immediately adjacent to the Pacific Ocean. As such, the area provides unparalleled recreation and scenic opportunities close to Los Angeles County's 7,000,000 population. Thus, two tragedies must be avoided:

- 1) Wholesale urbanization and destruction of the area
- 2) The isolation and use limitations of the Santa Monica Mountains and the ocean for a relative few.

A Joint Technical Committee, consisting of State and local officials, set up by the State Department of Recreation and Parks is preparing a Plan for the area in order to utilize its resources for recreation. The report of that body is far from complete.

In the absence of such a Plan the staff has conducted a preliminary investigation into the park potential for existing and potential State park lands in the Santa Monica Mountains. This report, while speculative in nature, indicates the potential for considerable outdoor recreation development. The staff while investigating the demand for park services identified a tremendous potential demand for recreation facilities which could begin to be met by the Topanga State Park. This approach presupposes that adequate access to

facilities will be available. The fact is that presently the existing access via Topanga Canyon Boulevard to Trippet Ranch is rather poor and lengthy for residents of the San Fernando Valley.

In view of the above, the potential for the Reseda Boulevard access to the Topanga State Park should be emphasized as being most important, and the existing City-owned Reseda Boulevard right-of-way should remain in City ownership for the possible future development of an effective public transportation system or to serve as a recreational road. Additionally, Reseda Boulevard will provide for fast access in and out of the El Cabellero area for emergency vehicles, especially fire fighting equipment in the event of the ever present threat from brush fires.

Issue #2 - Height Limitations

Owners of property on the north side of Wilshire Boulevard are opposed to height limitations on commercial development arguing that:

1. The character of Wilshire Boulevard is well established and those areas which are presently designated as Height District Four are the same in overall use, character and identity, and therefore must be entitled to be treated equally and without discrimination;
2. Reduction should be made on a citywide basis.

Response to Issue #2

The staff addressed four basic issues pertaining to commercial development in the Plan:

1. Compatibility of commercial with surrounding residential uses,
2. Intensity of commercial,
3. Adequate parking, and
4. Circulation

The staff is in agreement with previous City Council actions on height limitations on Ventura and San Vicente Boulevards, where reductions of zoning and height district classification are necessary and appropriate to lessen circulation problems.

If the maximum development of commercial was allowed on the south side of Wilshire Boulevard by the adopted West Los Angeles District Plan and on the north side by the proposed Brentwood-Pacific Palisades District Plan, the potential traffic carrying capacity would far exceed any possible street improvement thus creating a monumental circulation problem.

Issue #3 - Citizen Participation

Citizens within the community indicate a lack of coordination and follow-up of the Planning Department in accepting the Citizens' Advisory Committee's recommendation.

Response to Issue #3

The staff feels that there exists a certain amount of confusion as to the direction the staff has taken in the past and will take in the future regarding citizen participation. The Planning Department encourages citizen participation in the planning process. This is exemplified by the Resolution on Citizen Participation (City Plan Case No. 24961) adopted by the Planning Commission in July 1975, a copy of which follows.

However, the confusion arises when citizens are not aware that the staff does not make any changes in a Community Plan during the Public Hearing Process. This would result in inconsistencies. After the hearing process is completed the staff analyzes all of the comments and recommendations and revises the Plan accordingly. Any differences which remain between the staff and the community are reported to the Planning Commission. The staff attempts to deal with each community as a unique area with special needs. Of course, each community is also a part of the larger City of Los Angeles and the needs of all the citizens in the City must be considered by the staff in developing each Plan.

Issue #4 - Pacific Palisades Elementary School

The community expressed strong opposition to a staff proposal to expand the Pacific Palisades Elementary School site. Opponents added that an expansion of this site southward into the 700 block of Swarthmore Avenue and Via De La Paz would disrupt the character of the existing residential neighborhood and create traffic congestion in the area.

Response to Issue #4

The School Board has indicated no plans for expansion of this site. The Public Schools Element of the General Plan, which serves as an overall guide to School Board officials in their decisions pertaining to the development of land for public schools, indicates that the existing facility is adequate. However, an interoffice correspondence dated January 30, 1974 from the Los Angeles City School Board states that the elementary school is in the process of remodeling its facilities to result in the removal of a two-classroom bungalow.

Issue #5 - Embury Street Area

Residents on the 900 block of Embury Street are concerned about a change of land use on the west side of the street. Their understanding in reviewing the Plan Map is that the west side of Embury Street is designated for commercial and parking use, a drastic change from the existing residential use.

Response to Issue #5

The existing and proposed land use patterns are identical. The northwest corner of Embury Street and Sunset Boulevard is commercial separated by an alley and then followed further north on the west side of Embury Street by residential. Thus, the eleven lots on Embury Street will remain as R-1 single family dwellings.

Issue #6 - Radcliffe Avenue

The residents are opposed to two main issues involving the 800 block of Radcliffe Avenue between Bowdoin Street and Antioch Street:

- a. The encroaching of multiple dwellings into existing single family residential neighborhood; and
- b. The unnecessary widening of Radcliffe Avenue to collector street standards.

Response to Issue #6

In response to Issue 6a. the Brentwood-Pacific Palisades District Plan is committed to preserve the low density residential character of the community. The Plan designates the 800 block of Radcliffe Avenue in the Low land use category which includes the R-1 zone. The existing zoning is R-1 for single family residential use. Therefore, no change in land use is contemplated for the neighborhood.

Issue 6b. deals with the street designation of Radcliffe Avenue between Bowdoin Street and Antioch Street. The Plan indicates that Radcliffe Avenue now functions as a collector street serving traffic through the Pacific Palisades Village area. The staff is concerned that as the projected community growth increases so will the need for additional routes to alleviate traffic congestion within the area. One of those routes which now exists is Antioch Street west to Radcliffe Avenue to Bowdoin Street west to Temescal Canyon Road. However, the staff recognizes the poor traffic pattern that now exists because of the short run of Bowdoin Street (approximately 90 feet in length) as it connects with Temescal Canyon Road. It is possible for a traffic hazard to occur at the intersection of Bowdoin Street and Radcliffe Avenue as well as the intersection of Bowdoin Street and Temescal Canyon Road due to a backup of automobiles which may prove to be unsafe.

Since the recommendation to show Radcliffe Avenue as a collector street was recommended by the Traffic Department, the Planning Department's staff now suggests that a Specific Plan be developed after the adoption of the District Plan to analyze the street system in and around the Pacific Palisades Village area and to recognize which streets, if any, should be improved by widening and realigning, which streets should remain as presently improved, and which streets might eventually be converted to pedestrian malls.

Issue #7 - Road Widenings

Many letters and petitions have been presented to the Planning Department in the last year opposing the designations of a number of streets within the Brentwood-Pacific Palisades District. The streets most frequently identified are:

Allenford Avenue
Amalfi Drive
W. Channel Road
Chautauqua Boulevard
Entrada Drive

Northfield Street
San Vicente Boulevard
Sunset Boulevard
Tigertail Road
26th Street

Opponents' arguments relating to proposed circulation designations cite the following reasons to support their position:

1. Increased traffic noise and air pollution;
2. Destruction of residential neighborhoods from road widening;
3. Creation of dangerous and unsafe conditions for children on their way to and from school; and
4. Creation of potentially hazardous traffic conditions for automobiles.

Response to Issue #7

The staff has reviewed and revised the circulation proposals previously submitted in the Preliminary Plan version to reflect a closer understanding and reconciliation of the District's needs and wishes and the City's mandate to provide adequate circulation facilities consistent with good planning techniques and adopted street standards that are acceptable throughout the rest of the City of Los Angeles.

The Modified Secondary Highway and Modified collector street concepts have been introduced to recognize environmental considerations as well as to preserve the characteristics of the community. The Proposed Plan for the district indicates that:

1. Secondary Highways designated as modified in the Plan may be developed to reduced standards where it is found the environment and character of the District would be severely affected by strict adherence to the Standard Street Dimensions policy;
2. Modified Collector Streets are designated for areas where environmental constraints and threatened community character prohibit local street widening or improvement except for safety considerations; and
3. In addition, widening of all modified collector streets is not recommended, except in instances where public safety is paramount.

Table 1

Comparisons of Recommended Street Designations

<u>Street</u>	<u>Preliminary Plan</u>	<u>Citizens Advisory Committee</u>	<u>Proposed Plan</u>
Allenford Avenue	Secondary	Local*	Modified Secondary
Amalfi Drive	Collector	Local*	Local
W. Channel Road	Secondary	Local*	Local
Chautauqua Boulevard	Secondary	Collector*	Modified Collector*
Entrada Drive	Secondary	Collector*	Modified Secondary
Northfield Street	Collector	Local*	Modified Collector*
San Vicente Boulevard	Scenic Divided Major	Scenic Secondary w/ median*	Scenic Divided Major
Sunset Boulevard	Scenic Major	Scenic Secondary*	Scenic Major
Tigertail Road	Collector	Local*	Local
26th Street	Secondary	Collector*	Secondary

* All existing street widths to be maintained as is and not widened.

Thus, as Table 1 clearly illustrates, Chautauqua Boulevard and Northfield Street will not be widened. Allenford Avenue and Entrada Drive may be developed to reduced standards. And Amalfi Drive, W. Channel Road and Tigertail Road have been redesignated to a local street standard.

However, the traffic carrying capacity of San Vicente Boulevard and Sunset Boulevard are quickly approaching the desired capacity of a Major Highway which provides good service for 30,000 vehicles per day and poor service for 45,000 vehicles per day. In other words, both Boulevards are now functioning as Major Highways. Likewise 26th Street now exists as a Secondary Highway in the City of Santa Monica.

SUMMARY
BRENTWOOD-PACIFIC PALISADES DISTRICT PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

The Plan designates land for private and public use in quantities and densities required to accommodate population and activities projected to the year 1990, while preserving, as much as possible, the vacant open space portions of the Santa Monica Mountains and the existing character of the District.

The Plan's primary impacts result from the development it would permit. Listed below are the Plan and District population statistics. (The different population figures are also representative of the several development alternatives considered)

existing population (1973 estimate)	54,000 persons
1990 projected population	62,600 persons
existing zoning capacity	112,300 persons
proposed plan capacity	83,500 persons

The full development of the Plan can conceivably result in potential impacts approximately 1.6 times the present situation - e.g., air and noise pollution, waste generation, traffic generation and resource consumption. It should be noted, however, that the Plan represents a substantial improvement over the existing environmental potential, particularly the zoning capacity. The existing zoning capacity could result in impacts over two times the present situation.

I. Housing

The Plan proposes a residential capacity of 83,500 persons, approximately 1.6 times the present population and approximately 1.3 times the 1990 projected population. The Plan, however, proposes a development potential of less than half the population than that which would be allowed by existing zoning.

A. Negative Environmental Effects

1. Increased circulation problems;
2. A greater burden upon public facilities;
3. Increased consumption of energy and natural resources; and
4. In mountain and hillside areas the Plan, generally, permits Minimum density development and, in addition, imposes a graduated scale of density controls from one dwelling unit (d.u.)/acre to 0.05 d.u./acre proportionately for natural slopes from 15% to 50+%, respectively. Slope is considered

as one valid measure of the land carrying capability for development. However, this still allows hillside developments and the consequent impacts:

- a. alteration of natural landforms, drainage patterns and permeability of the soil
- b. loss of open space
- c. destruction of natural biota
- d. introduction of air, noise, and water pollution.

B. Positive Environmental Effects

1. Preservation of the existing single family life-style,
2. Reduction of potential single and multi-family housing development,
3. Balancing of facilities with development, and
4. Preservation of greater amounts of open space by encouraging cluster development.

The detrimental impact of hillside development could be mitigated substantially by the use of cluster housing as an alternate to conventional subdivision.

Alternatives discussed:

1. Citizens Advisory Committee Plan - differs philosophically in the criteria for development of the hillsides.
2. No Plan - allows population of 112,300 persons (existing zoning) and would not have the development criteria contained in the Plan.
3. Projected Growth Plan - allows only for the population expected by the year 1990.
4. No-Growth Plan - no more development.

II. Commerce

The Plan increases the existing commercial acreage from 150 gross acres to 164 gross acres - an increase of 14 gross acres.

However, the Plan substantially reduces the existing potential floor area of commercial development through height district reductions. The Plan provides more commercial acreage than the standard stated in the Plan.

A. Negative Environmental Effects

1. Traffic congestion and parking problems.
2. Increased air and noise pollution.

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However, the Plan substantially reduces the existing potential floor area of commercial development through height district reductions. The Plan provides more commercial acreage than the standard stated in the Plan.

A. Negative Environmental Effects

1. Traffic congestion and parking problems.
2. Increased air and noise pollution.

3. Monotonous skyline.

B. Positive Environmental Effects

1. Reduction of excessive commercial floor area,
2. Reduction of height of buildings, and
3. Retains the existing development and village-like character.

The Plan proposes mitigation measures such as the buffering of commercial development from residential uses and an improved transportation system. The EIR discusses studies for the further reduction of floor area ratios and the introduction of a land coverage provision for structures. Further reduction of commercial potential along the south side of Wilshire Boulevard (West Los Angeles Plan) is also recommended.

The alternatives discussed in the EIR are a "no plan" and "no growth plan" alternatives. Both are extreme.

III. Industry

No industry has been designated.

IV. Circulation

The Plan basically reflects the status of streets as they presently function. Most highways and local streets should be developed in accordance with the Street Dimensions except where the street is designated as "modified" or environmental consideration warrant alternative standards. Several roads are proposed for the hillside areas. Overall the circulation proposals would result in greater traffic capacity, yet, not enough to accommodate the potential traffic generation of the land uses designated on the Plan at desirable level of service.

The Plan also incorporates the Report of the Mulholland Citizens Advisory Committee on the Mulholland Scenic Parkway. A system of trails is proposed by the Plan.

A. Negative Environmental Effects of Circulation Proposals

1. Air and noise pollution will increase as traffic increases, whether generated within district or from outside sources.
2. Vehicular congestion will result as the land use potential is realized.

3. Destruction of natural terrain in hillside areas and increased physical hazards.
4. Any widening of existing roads will result in increased intrusion on existing land uses.

B. Positive Environmental Effects

1. Temporary alleviation of traffic problems.
2. Increased accessibility for public safety services.
3. Closer balance between land use and circulation.
4. No widening of certain streets.

Mitigation measures proposed by the Plan include the following:

- . Densities be maintained at the lowest feasible level.
- . Modified Collector streets are designated for areas where environmental constraints and community character prohibit widening or improvement.

The alternatives considered are the following:

- . No plan - would allow the streets and highways designated on the 1964 Santa Monica Mountain Area General Plan which designates an excessive number of streets.
- . Additional streets and highways - basically incompatible with the unique mountainous area.
- . Deletion of all road designations not currently developed - does not deal with the function of roads.
- . Public Transportation - would provide an alternative to the automobile as a means of transportation.

V. Service Systems

The Plan provides a basis for the provision of public recreation, fire protection, police, public libraries, natural gas facilities, underground power lines and water facilities, and cultural and historical sites.

The provision of adequate public facilities and service is generally considered as necessary to population growth and essential to maintenance of a high quality living environment.

VI. Open Space

The Plan indicates the following open space:

Publicly Owned 1 and 2 and Other Public	
Open Space	= 10,861 acres
Desirable Open Space	= 5,400 acres

The Plan encourages the preservation of open space consistent with individual property rights. Stringent development controls on open space are proposed as a legitimate end of the public's police power.

Generally, the Plan provisions for open space are beneficial. They preserve the natural amenities of the District and provide open space areas for public enjoyment. To the large landowner of open space areas these provisions restrict the most profitable use of his land and in some instances, in today's market, make it unprofitable to develop his land.

Overall, the Plan is many mitigation measures for those detrimental actions possible under existing zoning and other regulations. The Plan is far more desirable than the existing potential for development. However, it falls short of mitigating all proposals with possible adverse environmental impacts e.g., the land use intensities and densities have not been reduced to a level commensurate with present and future street capacities. The Plan, for example, chooses to accept street congestion, rather than the disruption of the local Community resulting from excessive improvements to the circulation system, to achieve the ideal balance of circulation and land use.

TUCKER LAND PROPOSAL

City Plan Case No. 25632.

This case is briefly reviewed to document the Proposed Plan and other Plan Element responses to this zone change request thru the medium of excerpts from the staff report to the Planning Commission.

The request involves a change of zone from RE15-1-H to A1-1, RS-1, RD3-1, and C1-1.

Property involved is approximately a 296-acre portion of a 1,518-acre ownership of the Tucker Land Company lying generally south of Mulholland Drive and west of the Mission Canyon Landfill site. The property is located at its closest point 3,000 feet west of the San Diego Freeway.

I. Adopted General Plan

A. Santa Monica Mountain Area Plan

Until the adoption of the current District Plan, the adopted Plan for the area is City Plan Case No. 9708, the Santa Monica Mountain Area General Plan, originally adopted on July 30, 1964, and amended on December 15, 1966, and October 22, 1970. The Plan proposes a combination of land use densities of 1.0 dwelling units per acre and 2.5 dwelling units per acre as depicted on the Santa Monica Mountains Area Plan accompanying this report. The Plan for Highways and Freeways of the aforementioned document shows Vandeville Canyon Road (surrounded by the property) as a Minor Traffic Street connecting with an east-west Hillside Collector Street which, in turn, connects with Mulholland Drive. In addition, the circulation map also shows an east-west "Proposed New Secondary Highway" traversing the west-ridge property and a north-south Hillside Collector Street extending along the east-ridge to Mulholland Drive.

B. Open Space Plan

The Open Space Plan (adopted June 29, 1973) designates the entire property as Desirable Open Space, requiring the following:

"...regulatory measures should be taken to ensure the continued maintenance of the open space character of an area or to assure development which will not conflict with or destroy its open space character. The designation shall not preclude public acquisition of these lands for open space or other use if at some future time it is necessary to acquire same."

The Open Space Plan also indicates that some 75 to 80 percent of the ownership is to remain as Open Space, the remainder of which may be developed.

Particular attention should be given to Open Space Plan page 2 (Definition of Desirable Open Space), page 7 (Policies for Desirable Open Space), page 12 (density reduction from land carrying capability considerations) and page 20 (conditions for zone changes in Desirable Open Space).

C. Conservation Plan

The Conservation Plan (CPC No. 24578), adopted on December 20, 1973, seeks to protect the City's natural resources. The following is a synopsis of those objectives, policies, and programs most relevant to the requested zone change:

- . Preservation and protection of hillside watershed areas.
- . Regulate grading to maximize open spaces, preserve the natural terrain, and limit soil erosion and sedimentation (the 6.8 million cubic feet of grading averages 22,819 cubic yards per acre, exceeding the grading which occurred at Mt. Olympus which was 19,272 cubic yards per acre).
- . City shall consider soil capabilities and limitations when evaluating zone change requests.
- . Limitation of soil export and import in hillside areas.
- . Retain a maximum of natural vegetation and require landscaping for fire, slope stabilization and aesthetic reasons (the site within the mountain Fire Districts).
- . Restrict land uses in important wildlife habitat areas (the site is within an area inhabited by plants and animals as designated in the Conservation Plan. Furthermore, the District Plan Map identifies the Westridge, not proposed to be developed, as an ecologically important area).

D. Mulholland Drive-Scenic Corridor

The subject property is partially within the Mulholland Drive Scenic Corridor and is covered by the provisions of Section 17.05 of the Municipal Code. The District Plan also incorporates the spirit and intent of the Report of the Citizens' Advisory Committee on the Mulholland Scenic Parkway. The northerly portion of the subject site is within the Mulholland Drive Scenic Parkway, the 500 foot Inner Corridor, and the one-half mile Outer Corridor.

Maximum preservation of the natural terrain and vegetation is one of several policies for the Outer Scenic Corridor. Others are that circulation and access must be secondary to scenic and recreation purposes and the requirement that grading be kept at an absolute minimum. The more restrictive policies of the Inner Corridor include no further grading and no new structures, which will affect the northerly portions of the RD3-1 and RS-1 requested zone changes. A more detailed description of policies and requirements within the Scenic Corridor are available within the Report initially mentioned (Ordinance No. 146,585) and will be accompanying this report.

II. Proposed District Plan

The Brentwood-Pacific Palisades District Plan has been approved by the General Plan Advisory Board on May 21, 1975. The Proposed Plan is scheduled for the Planning Commission's review on October 7, 1975, and is expected to be adopted within the same year. The Plan designates the area for Minimum Density residential land use ranging from 0.5 to 1.0 dwelling units per gross acre and encourages clustering of housing.

Cluster development which permits multiple and/or attached housing should be subject to the following criteria:

1. Permitted on parcels 50 acres or greater;
2. Minimize adverse visual impact on adjacent single-family uses;
3. Limited to the Low Medium I density; and
4. Reserve a minimum of 75 percent of the land as open space, 15 percent of that for active recreation use.

The Plan would amend the Highways and Freeways Element of the General Plan with a Secondary Highway (with Scenic Controls) traversing the Eastridge on a northerly route to Mulholland Drive and a southerly route to Mountaingate Drive (previously Braeburn Drive) and ultimately northeasterly to Sepulveda Boulevard. In addition, the Westridge vicinity is generally proposed for a Regional Recreation Site.

The Plan incorporates the slope-density formula applicable to all Minimum Density areas that would further reduce the allowable densities because of the rough terrain of the site, specifically:

$$D = \frac{50 - S}{35}$$

where: D = the maximum number of dwelling units per gross acre allowable, and

S = the average natural slope of the land in percent.

This concept is described in the Preliminary Ordinance Draft to Regulate Density According to the Percentage of Slope (City Plan Case No. 25652), May 15, 1975. The following approximates the maximum density permitted according to the slope density concept:

% of Slope*	East Ridge			West Ridge			Total**		
	acres	%	du	acres	(%)	du	acres	(%)	du
15-35%	36	(12%)	36	39	(3.3%)	39	75	(5.1%)	75
35-50%	95	(32%)	41	136	(11.6%)	58	231	(15.7%)	99
50% +	167	(56%)	8	999	(85.1%)	50	1166	(79.2%)	58
TOTAL	298	(100%)	85	1174	(100%)	147	1472	(100%)	232

* These calculations do not represent a worst case analysis. The densities permitted under the proposed formulas would actually be somewhat less because all acreages were calculated for the lower extreme of the slope range rather than the higher extreme. The staff recommends a more detailed calculation be made using the procedures specified in the Draft Ordinance.

* Does not include property northerly of Mulholland Drive.

As shown in the chart above, an estimated total of 232 units for the 1,472 acres (not including the property northerly of Mulholland Drive) at a density of 0.158 dwelling units per gross acre would be allowed for the total ownership for the area being considered on the zone change map, the Eastridge is permitted an estimated total of 85 units at a density of 0.285 dwelling units per gross acre. Detailed calculations are expected to yield considerably lower allowable densities.

IV. Staff Concerns

The staff is concerned that the zone change proposal does not encompass the entire Tucker Land Company ownership (1,518 acres) on both the West and Eastridges, but only involves the Eastridge (298 acres). Provisions should be made to assure

that the Westridge will not be developed and be conserved as open space, perhaps through dedication of development rights to the City. But proper consideration can only be given regarding the zone change if the entire site is under consideration. The staff is also concerned with discrepancies between densities and development requested under the zone change and those allowed under the presiding Plans, Policies, and Reports, as specified above. A detailed analysis of the allowable densities that will be permitted under the provisions of the slope density concept specified in the District Plan should be required of the applicant.

Provision should be made for a Secondary Highway (four lanes of moving traffic) connecting southerly to Sepulveda Boulevard. The use of Mulholland Drive for other than recreational trips is a questionable function for that road if adopted City policy with respect to that road is to be carried out. The Report of the Citizens Advisory Committee on the Mulholland Scenic Parkway specifies that any future subdivisions need not and shall not use the Mulholland Parkway as their primary access road. An emergency access road connecting Mandeville Canyon Road with Mulholland Drive to eliminate the potential fire hazards in the area should be proposed. If proper circulation requirements of the District Plan are not met, there is justification for the denial of the zone change as indicated on Page 4 of the Brentwood-Pacific Palisades Plan (August, 1975).

As presently proposed, the requested zone change is not in accord with the adopted Plan affected, and would require these Plans to be amended.

LOS ANGELES CITY PLANNING COMMISSION

RESOLUTION ON CITIZEN PARTICIPATION

City Plan Case No. 24961

WHEREAS, the City Planning Commission has clearly indicated its desire to encourage citizen participation in the planning process; and

WHEREAS, the Commission recognizes several purposes for such participation:

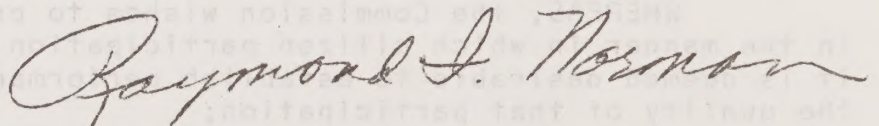
1. For the Department to gain information and insight concerning the needs, desires, resources and unique nature of the community;
2. to inform the citizens of the community as to the planning process and the contents of the plan as it evolves so that the citizens may become involved and offer suggestions for plan improvement and implementation;
3. to create interest in and gain support for the plan;
4. to provide a formal mechanism for participation in plan formulation and implementation;
5. to help equip the citizens of the community to use that formal mechanism and assist them in making recommendations and participating in the making of decisions as to what should be in the plan;
6. to strengthen the ability of the citizens of the community to obtain implementation of the plan; and

WHEREAS, the Commission wishes to provide flexibility in the manner in which citizen participation is obtained, and it is deemed desirable to establish performance standards for the quality of that participation;

NOW, THEREFORE, BE IT RESOLVED, that the following performance standards governing citizen participation be adopted by the City Planning Commission:

1. That it is the policy of the Los Angeles City Planning Commission to involve citizens to the greatest extent possible in the planning process from plan initiation through plan implementation;
2. that a cross-section of the community be consulted in the planning process;
3. that mechanisms for ongoing (permanent) contact be created;
4. that residents, merchants and others interested in the plan should be able to place their names and addresses on a mailing list so that they will receive materials and notices of public events relating to the plan;
5. that all appropriate organized groups in the community be formally contacted and those expressing an interest be briefed with respect to the development or restudy of the plan, and any wishing additional information be provided it; and
6. that staff shall work with the appropriate City Council Offices to seek maximum input of various citizen viewpoints on the issues related to the plan and its implementation.

Unanimously adopted July 10, 1975.



Raymond I. Norman, Secretary
City Planning Commission

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